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Six Process, Colony Service Advances Listed

The promotion of K. E. Springer to Western Division superintendent in the Process Department heads a list of six promotions announced by the Process and Colony Service Departments.

Other changes included the promotion of L. F. Ballard to assistant division superintendent, Process-LOF, R. C. Busacker to process foreman, LOF, A. J. Sauvageot to chef-Dining Hall, A. M. Vian, to chef-Hospital Kitchen, and H. L. Dammers to supervisor in the Colony Commissary.

Mr. Springer entered Lago service in 1934 as operator third class, and in the next three years passed through second and first class groups. In January, 1939 he was made shift breaker, and later that year assistant shift foreman. For a period of nearly three months in 1940 he was transferred from Aruba to the refinery at La Salina as assistant general superintendent. In 1946 he was promoted to shift foreman. Mr. Springer became assistant division superintendent in June, 1953. He acted as division superintendent beginning in May, 1956, when H. V. Locker was promoted to department head, Process, replacing G. L. MacNutt, who moved over to Mechanical Superintendent.

Mr. Ballard came to Aruba as a student engineer, TSD, after spending six months as an employee of Standard Oil Co. (N.J.). When he left for military service in December, 1942 he was shift leader. Returning to Aruba after the war, he served as chemist A in TSD and in November, 1946, was promoted to group head B. He transferred from the lab to Process in January, 1952 as technical assistant, and in July, 1953, was promoted to process foreman, blending.

Six months of employment with the then Standard Oil Development Company preceded Mr. Busacker's transfer to Aruba in December, 1948 as junior engineer. Promotions in TSD-Process included chemical engineer C.

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CORNELIUS GEERMAN of the Marine Department grins happily as he accepts his 30-year award and certificate from F. W. Switzer in a recent management staff meeting.

CORNELIUS GEERMAN di Marine Department ta hari contentamente ora el ta acepta su premio pa 30 anja di servicio for di F. W. Switzer den un reciente reunion di management staff.

Geerman Marks 30 Years Employ

Cornelius L. Geerman, who has not a single deductible absence on his record, received a 30-year service award at the management staff meeting Jan. 16. F. W. Switzer made the presentation of the certificate and emblem while Marine Manager D. V. Newton and H. H. Garig and G. F. Ritchie, Mr. Geerman's supervisors in the Marine Department, watched.

Mr. Geerman began his service Jan. 15, 1927 in the Dry Dock. He worked later on the wharves, and transferred in 1941 to the Launches Division, now Floating Equipment Division, where he is still employed. His job now is launch helper A.

Mr. Ritchie described the 30-year man as "a small man, but a big worker," and told management staff that Mr. Geerman was, and had always been, an excellent workman during all the years he had known him.

C. Geerman A Cumpli 30 Anja

Cornelius L. Geerman, kende no tin un ausencia descomtable ariba su record, a recibi un medalja pa 30 anja di servicio na Management Staff meeting di Jan. 16. F. W. Switzer a haci presentacion di e certificado y emblema mientras Marine Manager D. V. Newton, H. H. Garig y G. F. Ritchie, supervisornan di Sr. Geerman den Marine Department, tabata presente.

Sr. Geerman a cuminsa su servicio Jan. 15, 1927, na Dry Dock. Mas despues el a traha ariba waaf, y a transferi na 1941 pa Launches Division, awor Floating Equipment Division, unda ainda el a traha. Awor su trabao ta Launch Helper A.

Sr. Ritchie a describi Sr. Geerman como "un homber chikito, pero un gran trahador," y a bisa Management Staff cu Sr. Geerman semper tabata un trahador excelente durante tur e anjanan cu el conocele.

Donovan Named Staff and Service Divisions Head

Former New York Overseas Advisor Replaces Smith

Clark Donovan was named superintendent of staff and service divisions Feb. 4 in an announcement made by President O. Mingus. In addition to the duties of this office, Mr. Donovan was also elected to the Board of Directors and appointed to the Executive Committee. Mr. Donovan takes over the positions held by Charles F. Smith, recently transferred to the New York office of the Standard Oil Co. (N.J.).

Mr. Donovan came to Aruba the middle of last year on loan from the Employee Relations Department of the Standard Oil Co. (N.J.). He left his position as overseas advisor to take over as head of Lago's Industrial Relations Department during the year J. V. Friel spent on special assignment in the parent company office.

Mr. Donovan first joined the company in April, 1938 in Lago's Process Department, later transferring to the Training Division then to the Mechanical Department. In 1943 he became training supervisor at the Layonne (New Jersey) Refinery and later advanced there to employee relations manager.

In 1947 he became employee relations manager at Standard-Vacuum's operation in Sumatra, and traveled throughout the Far East on special employee relations assignments. Returning to the United States in 1948 he became assistant employee relations manager for Stan-

Service Watches Awarded Six

Six men marked a quarter-century of Lago service Feb. 6 when acting General Manager F. W. Switzer presented anniversary watches to them in ceremonies at the Reception Center.

Those honored were E. R. Moore, Mech.-Metal Trades; P. A. Weller, Mech.-Pipe; G. Rosel, Mech.-Garage; S. I. Frederick, Marine; R. Anthony, and J. W. Wathey, Process-LOF.

Four hundred and forty employees have already received the anniversary watches.

dard-Vacuum, and the following year became manager. He joined the parent company in 1954 as an overseas employee relations advisor.

Donovan Nombra S & S Superintendente

Clark Donovan a worde nombrá superintendente di staff & service divisions Feb. 4 segun un anuncio door di Presidente O. Mingus. Sr. Donovan ta tumá over e posicion ocupá door di Charles F. Smith, recientemente transferi pa oficina di New York di Standard Oil Co. (N.J.)

Sr. Donovan a bini Aruba na mita di anja pasá ariba préstamo di Employee Relations Department di Standard Oil Co. (N.J.). El a laga su posicion como advisor ultramar pa tumá over como hefe di Industrial Relations Department di Lago durante e anja cu J. V. Friel ta pasa ariba encargo special den oficina mayor di e compania pariente.

Sr. Donovan a cuminsa traha cu e compania na April 1938 den Process Department di Lago, mas despues a transferi pa Training Division y despues pa Mechanical Dept. Na 1943 el a bira training supervisors na refinaria di Bayonne na New Jersey, y a avanza aya pa posicion di employee relations manager.

Na 1947 el a bira employee relations manager na operacionnan di Standard-Vacuum na Sumatra, y a viaja den henter Lejano Oriente ariba encargonan special den terreno di employee relations. Regresando Estados Unidos na 1948 el a bira assistant employee relations manager pa Standard-Vacuum, y e siguiente anja el a bira gerente. Na 1954 el a bini cerca e compania pariente como un advisor ultramar.

"De Zeven Provinciën" Visits Aruba On Training Cruise

Crew Feted by Island Groups

Some 770 officers and crewmen off Hr. Ms. de Zeven Provinciën "hit the beach" during different intervals while the Dutch man-of-war lay in Oranjestad Harbor last weekend. The huge, sleek warship in many eyes, the pride of the Netherlands navy - berthed in Oranjestad on this her second visit to Aruba. Here on a training cruise, she left Feb. 4 on maneuvers in Caribbean waters.

"De Zeven Provinciën" arrived Feb. 2, and hardly had her lines been made secure than her crew was swept up in a rash of special activities.

Included on the weekend program honoring the servicemen were a field hockey game between the ship's team and a team comprised of Marines stationed in Aruba and civilians won by the visitors 2-1; a party at Pova Beach, a picnic-style supper at Lago's Picnic Grounds, and a number of receptions topped off by an officer-sponsored reception aboard "De Zeven Provinciën" Feb. 3. And in reverse, the naval craft was host to many island visitors



Hr. Ms. DE ZEVEN PROVINCIEËN sits proudly in the water as one of the most modern naval craft afloat today. To many she is the pride of the Netherlands navy. Christened in 1950 by Queen Juliana, she is the seventh Dutch man-of-war to bear the historic name. Her original namesake was built in 1643.

Hr. Ms. DE ZEVEN PROVINCIEËN ta sintá orgnyosamente den awa como un di e mas moderno barconan naval cu ta existi awentempo. E ta orgullo di flota Neerlandes. Bautizá na 1950 door di Reina Juliana, e ta di siete bapor di guerra Neerlandes pa carga e nomber historico. Su original tabata trahá na 1643.

7th Dutch Craft To Bear Name

eager to view one of the world's most modern vessels designed for sea warfare.

Aboard the ship on the training trip is a crew made up of 773 officers and men. She is commanded by Captain A. N. Baron de Vos van Steenwijk, a veteran of many years service in the Netherlands navy. Also aboard was Commodore I. Brouwer, squadron commander.

"De Zeven Provinciën" is typical of modern warcraft - clean, packed with fire power and constructed for maximum protection not only to its crew but to its ability to maintain its "way." The engine rooms all have maximum protection and are not centered enabling the ship to continue under her own power even after suffering damaging hits. The crew's quarters are spread throughout the ship rather than concentrating manpower in any one section. These and many other safety devices for working, living and fighting have been built into this ultra-modern cruiser. So much so that many French and British newspapers have

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Inglesnan Adventuroso Biaheronan Ariba Yacht A Descansa na Lago

Un viaje cu a cuminsa na Inglaterri na September 1956 y lo caba na New Zealand banda di di e anja aki a worde interumpi brevemente door di un stop reciente den haaf di San Nicolas. E medio di transportacion no tabata un bapor luoso of aeroplano; e tabata un yacht di 39 pia cu casi como e unico medio di energia un bela, y e tripulacion tabata consisti di solamente dos homber.

Donjo y captan tabata Dr. John Evans, un homber di medicina na pension kende a muda di Inglaterri pa New Zealand siete of ocho anja pasá; su companjero tabata Eric Pammont, kende anja pasá a completa su servicio militar den Ehercito Ingles, y awor ta planeando un vida nobo den Pacifico. E tareanan di kokki, labador di tayó, stuurman, nãtroos y tur otro cos generalmente tabata worde parti.

A tuma Kochab 33 dia pa cruza Atlantico for di Lissabon pa Barbados. E motibo pa e tardanza — "bo por hacie'le facilmente den 20 dia," Dr. Evans a bisa casualmente — tabata varios periodo di calma cu tabata tene e bela slap. Desde Barbados nan dos ta cruza den Caribe; na Bonaire nan a encontra L. A. Pomeroy di Lago, kende a bisa nan pa no laga di para na San Nicolas.

Nabegando bao bela completo, cual ta inclui un di 1000 pia cuadrá, Kochab por hiza 1800 pia di bela, cual por duna e barco chikito un velocidad di siete milla pa ora. Tin tambe un motor auxiliar abordo y 350 galon di combustible.

Un barco bon firme, Kochab a worde trahá specialmente pa Dr. Evans den un estalleria Ingles pa un prijs cerca \$ 20,000. Ora e ta bon cargá cu tripulacion, combustible, awa (53 galon), cuminda (casi tur na bleki) y buki, Kochab ta move como 10 ton di awa.

E cantidad di awa cu por worde hiba ta zona poco, pero Dr. Evans y Eric ta haya cu e ta bon. Nan ta feita cu nabaja electrico, laba tayó cu awa salo, y awa salo ta worde usá tambe pa cushina y laba panja; banjo nan no ta tuma asina frecuente manera ora nan ta na terra. E uso principal di awa dushi tur dia ta pa trahamento di thee.

Pa motibo di e hopi trabao abordo pa tene e barco na condicion, no tin hopi tempo por nada. Belanan mester worde hiza of getrim, mester tin uno na timon, un hende mester prepara cuminda, haci limpi atras y tene e barco netchi. scucha informe tocante tempo, nabega y tene e manpanan na orden. Pero si acaso tin a'gun momento liber, Kochab tin un libreria chikito di buki, cu ta worde cambiá constantemente cu otro barconan. (E cantidad di jachtman cu ta cruza oceano ta aumenta continuamente.)

For di Aruba, Kochab a pone rumbo pa Panama, y for di aki pa Los Angeles, Honolulu y Tahiti. E captan y su companjero ta spera di ta na New Zealand pa Pascu.

Bista di St. Martin Hotel Planeá

Un comunidad permanente cu por suporta su mes di residencia y hotelnan di turista ta worde planeá pa isla di St. Maarten. Lavaetz Land Development Organization di Islas Virgenes, a cumpra casi 2000 bender ariba e isla.

E terra lo worde bendi na tracto y lo carga 250 cas y cinco hotel; donjonan di terra lo tin un minimo di \$ 2000 na acciones den e compania di hotel.

Ariba plan tin tambe un centro di tienda, un sitio pa personal di servicio, piers y lugar di hanca pa barco di bela. E compania lo actua como agente pa donjonan di cas cu ta ausente for di e isla pa periodonan largo di tempo. Ainda no a pone fecha pa principio di e proyecto.

Kids In Curacao To Receive "News"

Remember reading about those Aruba kids in Curacao who were treated to a Christmas through the energy and will of young Alicia MacDonald? Well, those youngsters on the sister island will now be able to read about the show Miss MacDonald put on for them, and can keep up with the other news of Aruba through the medium of the Esso News.

Five institutions in which the young folks are living have been put on the Esso News' mailing list. They are Curacao's Boys Town, St. Vincentius' Institution, St. Joseph's Home, Mgr. Verriet Institution and the Government Corrective Home.

Now the children can hear from home regularly.

St. Martin Hotel Site Planned

A permanent self-supporting community of residences and tourist hotels is planned for the island of St. Martin. The Lavaetz Land Development Organization of the Virgin Islands, has bought nearly 2000 acres on the island. The land will be sold as lots to hold a maximum of 250 homes and five hotels; land owners will hold a minimum of \$ 2000 worth of shares in the hotel company.

Planned also are a shopping center, an area for service staff, piers and The company will act as agent for house owners absent from the island for long periods of time. No date has been set for the beginning of the project.

Antonio M. Alemany

Antonio Miguel Alemany, chef in the Dining Hall, died in New York Jan. 24. A native of Baleares, Spain, Mr. Alemany had over 20 years of Lago service. He is survived by his widow and son.

Antonio Miguel Alemany, chef den Dining Hall, a muri na New York Jan. 24. Nativo di Baleares, Spanja, Sr. Alemany tabatin mas di 20 anja di servicio cu Lago. El a laga atras su viuda y un yiu.

Promocionnan den Process, Colony Service Anunciá

Promocion di K. E. Springer pa division superintendent den Process ta encabeza un lista di seis promocion anunciá recientemente door di Process y Colony Service Departments.

Otro cambionan tabata me'ui promocion di L. F. Ballard pa assistant division superintendent, Proces-LOF, R. C. Busacker pa process foreman, LOF, A. J. Sauvageot pa chef-Dining Hall, A. M. Viau, chef-Hospital Kitchen, y H. L. Dammers pa assistant supervisor, Colony Commissary.

Sr. Springer a drenta servicio di Lago na 1934 como operator, tercera clase, y den c siguiente tres anja a pasa door di gruponan di primera y segunda clase. Na Januari 1939 el a bira shift breaker, y despues den anja assistant shift foreman. Pa un periodo di casi tres luna na 1940 el a worde transferi di La Salina como asistant general superintendent. Na 1946 el a worde promovi pa shift foreman, y na 1950 pa process foreman. Sr. Springer a bira assistant division superintendent na Juni 1953. El a actua como division superintendent cuminzando na Mei 1956 tempo cu H. V. Locker a worde promovi pa hefe di Process Department, reemplazando G. L. MacNutt, kende a bira Mechanical Superintendent.

Sr. Ballard a bini Aruba como student engineer, TSD, despues di traha seis luna como un empleado di Standard Oil Co. (N.J.). Tempo cu el a bai pa servicio militar na December 1942 el tabata shift leader. Bolbiendo Aruba despues di guerra, el a traha como chemist A den TSD y na November 1946 el a worde promovi pa group head B. El a transferi di laboratorio pa Process na Januari 1952 como technical assistant, y na Juli 1953, el a worde promovi pa process foreman, blending.

Seis luna di empleo cu Standard Oil Development Company a precedi e transfer di Sr. Busacker pa Aruba na December 1948 como junior engineer. Promocionnan den TSD-Process tabata inclui chemical engineer C, engineer B y engineer A. Na September 1955 el a pasa pa Process como technical assistant. E

promocionnan di Srs. Springer, Ballard y Busacker den Process a drenta na vigor efectivo Feb. 1.

E promer trabao di Sr. Sauvageot na Lago tabata supervising cook den Dining Hall na October 1944. Na Juli 1948 el a bira head cook, y na Mei 1954 el a worde promovi chef-hospital kitchen.

E carera di Sr. Viau na Lago ta casi igual na esun di Sr. Sauvageot. El a cuminsa traha na Februari 1947 como supervising cook na Dining Hall, y a move pa head cook aya na Juli 1948.

Sr. Dammers a pasa su 16 anja di servicio cu Lago den comisarianan. El a cuminsa na Januari 1941 como apprentice clerk C den Lago Commissary. Na 1945 el a worde avanzá for di apprentice clerk A pa junior clerk, y a traha subsecuente como checker y dry storage clerk. El a worde promovi pa assistant supervisor, Lago Commissary na Juli 1954. Dos vez promer el a yega di actua como supervisor, Colony Commissary, lo mas reciente di Mei 22, 1956, pa Jan. 31, 1957.

Muchanan na Curacao Ta Recibi "Esso News"

Bo ta corda cu bo a yega di leza tocante e muchanan di Aruba na Corsow cu a haya regalo di Pascu door di energia y voluntad di Alicia MacDonald? Wel, e hobennan aki na nos isla hermana awor lo por leza tocante e show cu Srta. MacDonald a haci pa nan, y tene paso cu e otro noticia di Aruba pa medio di Esso News.

Cinco institucion den cual e hobennan ta biba a worde ponf ariba lista di esunan cu ta recibi Esso News. Nan ta Brakkeput, St. Vincentius Gesticht, St. Jozef School, Mgr. Verriet y tuchthuis di gobierno.

Awor e muchanan por tende regularmente di Aruba.

Small Voyager Rests Here

A trip that started in England in September, 1956 and will end in New Zealand late this year was briefly interrupted by a recent stop in San Nicolas Harbor. The transportation was not a cruise ship or aircraft; it was a 39-foot yacht, powered almost exclusively by sail, and the crew was composed of just two men.

Owner and skipper was Dr. John Evans, a retired medical man, who moved from England to New Zealand seven or eight years ago; first mate, and deckhand was Eric Pammont, who last year completed his

military service in the British Army, and now plans to start life in the far Pacific. The duties of cook, dishwasher, helmsman, able seaman and everything else are generally divided up.

It took the Kochab 33 days to cross the Atlantic from Lisbon to Barbados. The reason for the delay — "you can make it easily in 20 days," says Dr. Evans in an off-hand way — was various periods of calm which left the sails flapping uselessly. Since Barbados, the two have been knocking about the Caribbean. In Bonaire, they came across Lago's L. A. Pommeroy, who

told them to be sure to stop in San Nicolas.

Underway and under full sail, which includes a 1000 square foot spinnaker, the Kochab can pack on 1800 square feet of canvas, which can push the little craft along at a steady seven knots an hour. There is also an auxiliary engine aboard and 350 gallons of fuel.

An amazingly compact vessel, the Kochab was built expressly for Dr. Evans in an English shipyard for a price close to \$20,000. When fully loaded with crew, fuel, water supply (53 gallons), food (almost all canned) and books, the Kochab displaces about 10 tons.

The water supply sounds on the small side, but Dr. Evans and Eric find that it's ample. Shaving is done by electric razor, dishes washed in sea water, and sea water is also used for cooking and laundry, and showers are not as frequent as would be the case ashore. The only major use of the tiny fresh water supply is for daily tea.

Aboard there is not much time for leisure because of the press of operating a running ship. Sails must be set or trimmed, there has to be a helmsman, somebody has to fix meals, clean up afterward and keep the ship scrubbed down, listen to weather broadcast on their receiving set, do the navigating and keep the charts in order. But in case there is loafing time, the Kochab carries a small library of paper-backed books, which are constantly being exchanged with other ships. (The number of small ocean-going yachts is increasing all the time.)

From Aruba, the Kochab set a course for Panama, and from there to Los Angeles, Honolulu, and Tahiti. The captain and crew hope to be in New Zealand by Christmas.



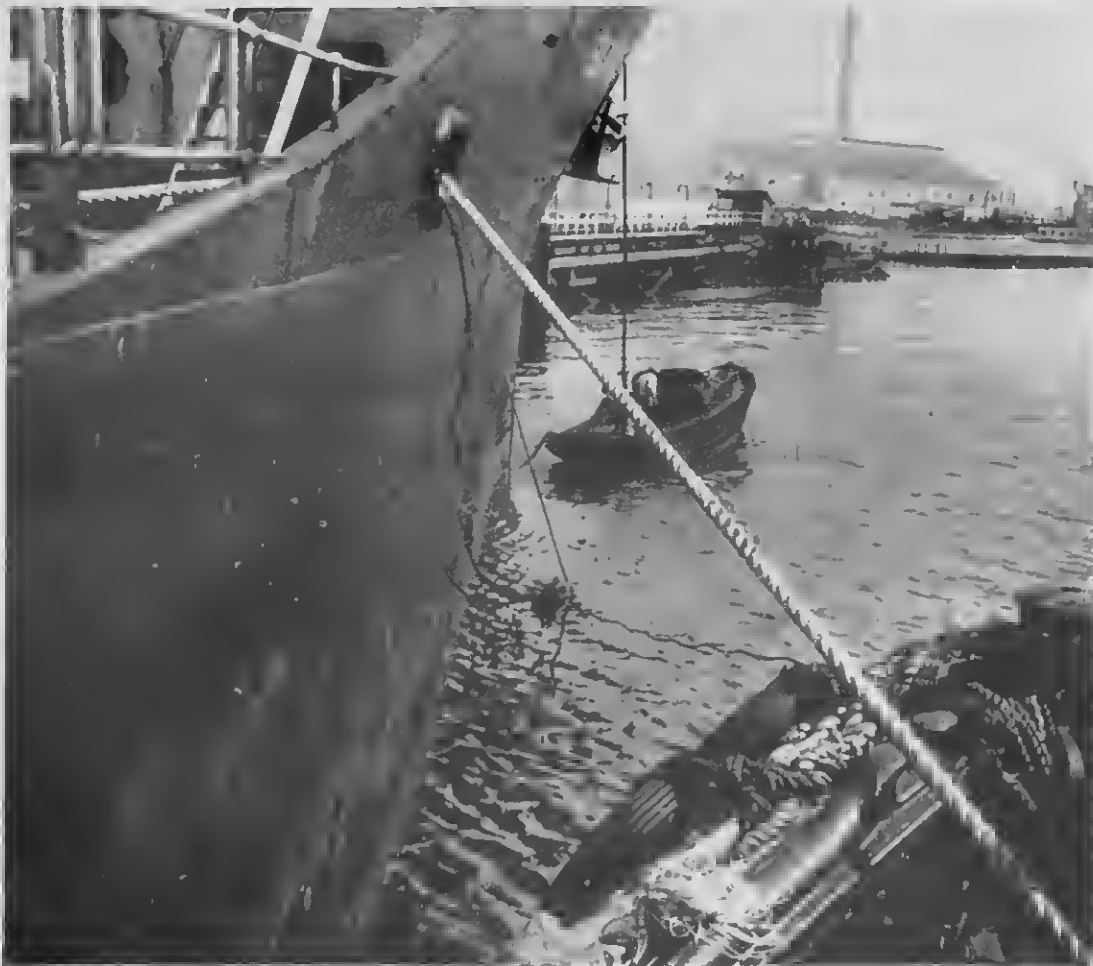
OWNER AND captain, Dr. John Evans poses aboard his craft during a brief respite in San Nicolas Harbor late last month. The retired medical man and an ex-British army man are sailing the 39-foot yacht from England to New Zealand.

DONJO Y captan, Dr. John Evans, ta posa abordo di e barco durante un posada chikito den haaf di San Nicolas fin di luna pasá. E medico retirá y un solda ex-Ingles ta nabegando e barco for di Inglaterri pa New Zealand.



THE YACHT Kochab is dwarfed by the bulk of the Esso Burlington as she rides at dockside.

E YACHT Kochab ta keda chikito cerca e bulto di Esso Burlington den haaf.



MADE FAST to the tanker, the tug keeps a tight rein on her as they approach the dock carefully. The launch in front brings the ship's lines to shore.

BON MARA na e tanquero, e remoleador ta te-
ne'le stijf mientras nan ta acerca e waaf cuida-
dosamente. E launcha adilanti ta trece cabuya
di e bapornan terra.

LAGO'S BUSY BOATS



CAPTAIN Arthur Scott, aboard the Esso San Nicolas, takes up his favorite wheelhouse position. The life belt is standard required equipment during a fire drill, when this picture was made.

CAPTAN Arthur Scott, abordo di Esso San Nicolas, ta tuma su posicion favorito den su cabina. E salbabida ta equipo standard durante entrenamento pa paga candela, ora cu e retrato aki a worde sacá.



SALT AIR and spray can cut a coat of paint quickly. Tug skippers are the same as nautical men everywhere, so they insist on a clean and tidy ship.

AIRE SALO di lamar por corta un capa di verf. Capitan di remolecadornan ta mescos cu hombernan nantico tur camina, y pesey ta insisti ariba barco limpi.

SISTER SHIPS, each powered by 1600 horsepower diesels, are caught in a rare moment of repose. These are the Esso San Nicolas (right) and the Esso Oranjestad.

BARCONAN MESCOS, cada un cu 1600 forza di cabai cu motor diesel, ta munstrá aki na e rara vez cu nan tin sosiego. Nan ta Esso San Nicolas (handa drechi) y Esso Oranjestad.



A telephone rings in the wheelhouse. The captain picks up the receiver, listens, repeats a few words and hangs up. In such a prosaic way begins another of the little adventures that make up Lago's tugboat operations, an adventure of bringing in a ship to load or unload at the docks in San Nicolas Harbor.

The tug captain waits until the pilot has boarded the inbound ship and then moves off slowly to moor at one of the dolphins in the harbor entrance. And when the ship looms up alongside, the tugs slip their lines gently and ease into the channel to nudge and push and edge the big ship to berth. It is the same operation that Lago's skilled tugboat men ran through well over 3500 times last year.

That many ships entered the harbor and left it last year, and each of them required the services of at least two of Lago's four tugs. (Two are the 105-foot-long Esso San Nicolas and Esso Oranjestad, less than two years old; the others - Fonteijn and Linda - are smaller, older, used only for lighter ships like lake tankers.)

Harbor operations are controlled from the Marine Tower, from where the tug skippers get their phone calls to action. They indicate to the tugs what ship is coming and at what pier it should be docked. Both of the large tugs generally handle an inbound ship, one on one side, and one on the other. Aboard the big ship, the pilot has assumed direction of the operation after the tugs have made fast alongside and passed over various papers for the captain to sign. Once inside the harbor the tanker keeps her own power, but just barely enough to keep her moving. The tugs, flitting from side to side if necessary, do the actual pushing and pulling. Directing this procedure the pilot, like the conductor of an orchestra, can call on either tug for more pressure or less, or to pull away, or even tell them the job is finished. This is all done through a complex series of whistle signals; when the ship is safely docked and the pilot signals it, the tugs will answer on their own whistles with a cheerful series of blasts. No matter how often the job is done or how much skill is expended on it, there is a great satisfaction, not to say relief, that another ship load of inflammable material is safely put down.

There have been tugs in the harbor almost as long as the harbor has been here. One of the first was

the old Delaplaine that came here from Mexico and remained in active service up until two or three years ago.

Playing shepherd to inbound and outbound ships isn't all our tugs do to earn their keep. Four or five times a year at least they are called on to pick up seamen cast adrift or fishermen who went out far. In 1954, Tug Captain Joe Fernando took part in the rescue of 16 men from the sinking Rio Tin 25 miles off Aruba when he jockeyed the tug Colorado Point in close enough to take the men off. Just last year the Esso San Nicolas went out as far as Monkey's Island, 50 miles away, to give help to another ship in distress. Often ships will lie off the harbor and use Lago tugs to bring aboard spare parts, or in many cases, take off sick seamen to get in the hospital. There are times when one tug might have to slip down to Oranjestad to help dock a Grand Line ship, or to do a bunkering job. This involves towing a loaded barge to Oranjestad and seeing that it's made secure alongside the ship to be fueled. And in the days before the French shut down their Devil's Island prison off French Guiana, wasn't uncommon for the tugs to pick up dugout canoes or makeshift craft with several persons who might have been escapees, no one was ever tactful enough to ask, and eventually they were sent on their way with their boats repaired and filled with stores.

Now all of this activity calls for a high degree of nautical skill, and the nine tugboat captains have it in full measure. In addition to Captain Fernando they are A. H. Scott, H. J. Turner, A. E. F. R. P. Jackson, W. R. Constable, J. Hill, J. A. Mitchell, and L. Wise. Holding master's licenses, all are former lake fleet captains.

The tug crews, too, are ex-lake tanker men, and the tug engineers are former shipyard employees, so the operation and maintenance of the tugs is in competent hands.

Some measure of their skill, and one in which they take a justifiable pride, is found in the way they handled the huge Al-Malik Saud Al-Awal when she called here last year. The two big tugs brought her in and took her out without any help, in what one captain described as a perfect job. When she called at Rotterdam, she needed 13 tugs to do the job. Lago's men know their business.



TANKER AND tug come alongside and make fast in a delicate and smooth operation that calls for skill and a steady hand on the wheel; cautions but not timid, hold but not reckless.

TANQUERO Y remolcador ta acerca otro y ta mara den un operacion delicado cu ta demanda competencia y un man firme ariba timon: cuidadoso, pero no timido, halente pero no riskante.



TWO QUARTERMASTERS handle the rope situation on the tug. Every how and then one breaks; then it's time to look out.

DOS QUARTERMASTER ta traha cu e cabuya ariba e remolcador. De vez en cuando un ta kibra; y e ora mester tin cuidao.

Barconan Bezig

Telefoon ta ring den cabina di captan. E captan ta lamte'le, scucha, repeti algun palabra y bolbe pone'le abao. Asina ta cuminza un otro di e aventura-chikito cu ta haci operacionnan di remolcadornan di Lago, un aventura pa trece aden un bapor carga of descarga na waaf.

E captan di remolcador ta warda te ora e loods a subi bordo di un bapor cu ta drenta y despues ta bai poco poco bai capia na un di e dolphins na entrada di haaf. Y ora e bapor bin un banda, e remolcadornan ta pasa nan cabuya gentilmente y ta cuminza stoot, pusha y hala e bapor grandi pa su lugar di mara. Esaki ta e mes un operacion cu e competente trahadornan ariba remolcador a haci mas cu 3500 vez anja pasá na Lago.

Asina hopi bapor a drenta haaf y bolbe sali anja pasá, y cada un di nan tabatin mester servicio di a lo menos dos di e cuatro remolcadornan di Lago. (Dos di nan ta Esso San Nicolas y Esso Oranjestad, di 105 pia di largura y menos cu dos anja bieuw; e otro dos - Fontein y Linda - ta mas chikito, mas bieuw, cu ta worde usá solamente pa bapornan mas liher.)

Operacionnan den haaf ta worde controlá for di

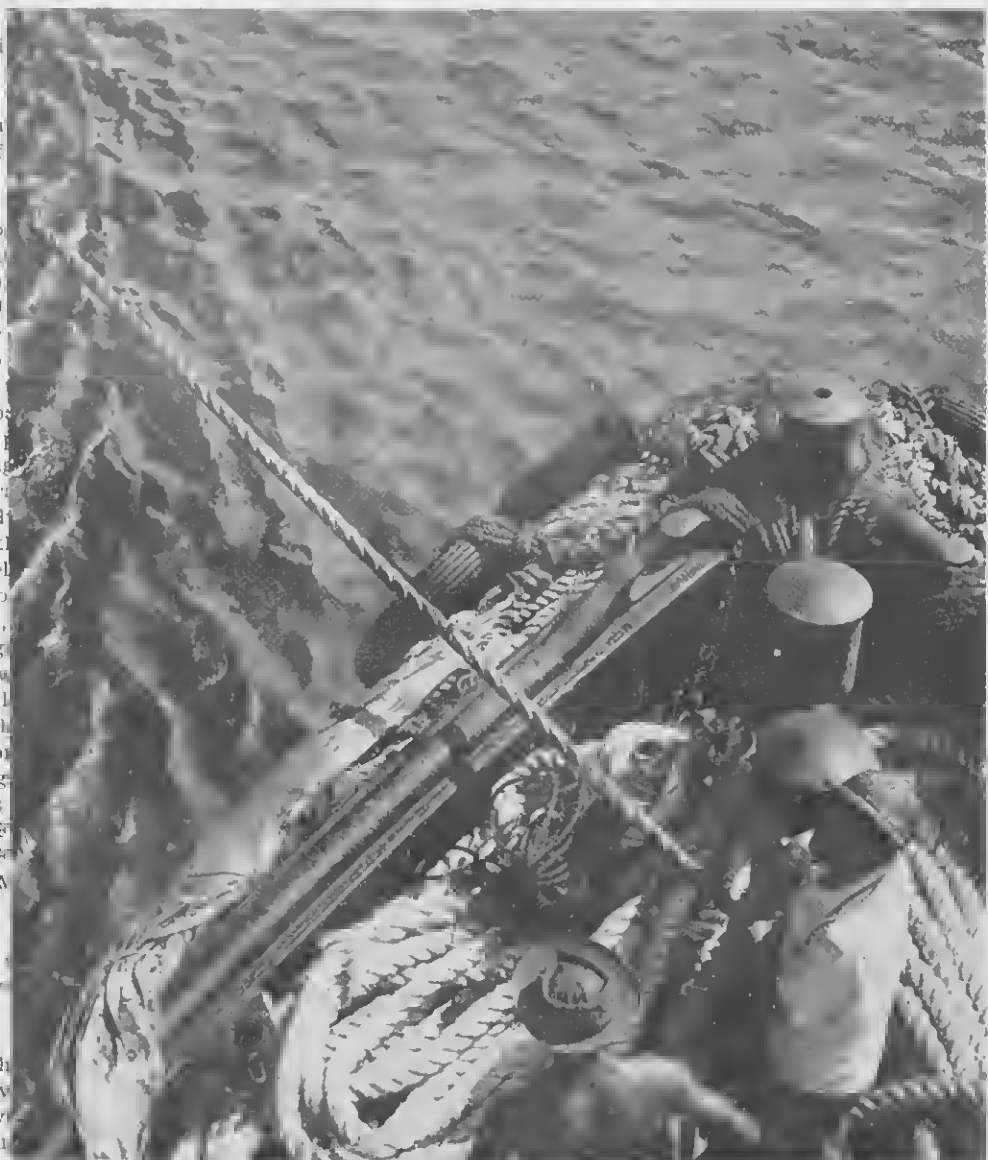
den Marine Tower, for di uida captannan di remolcador ta recibi e yamadanan pa sali. Nan ta indica na e remolcadornan cual bapor ta bini y na cual pier e mester hancra. Tur dos e remolcadornan grandi generalmente ta trata cu un bapor cu ta drenta, un na cada banda. Abordo di e bapor grandi e loods a tuma over despues cu e remolcador a mara un banda y a entrega varios papel pa e captan firma. Una vez paden di haaf e tanquero ta mantene su mes forza, pero net bastante pa tene'le na movimiento. E remolcadornan, cambiando di un banda pa otro si ta necesario, ta pusha y hala. Dirigiendo e procedimiento aki e loods, mescos cu conductor di un orquesta, por pidi cualkier remolcador pa mas presion of pa menos, of pa hala afor, of hasta bisa nan cu e trabao ta cla. Tur esaki ta socede pa medio di un sistema complicá di senjal cu pitro; ora e barco ta salbo den haaf y e loods duna senjal, e remolcadornan ta contesta ariba nan mes pitro cu algun senjal alegre. Maske caunto vez e trabao worde haci of caunto habilidad e tuma, tin un gran satisfaccion, pa no bisa, alivio, cu un otro carga di material inflamable ta salbo den haaf atrobe.

(Continua na pagina 6)



CONTROLANDO e forza, e maquinista ta warda un senjal ariba e telegraaf for di e captan den su cabina.

CHECKING THE power, the engineer waits for a telegraph signal from the skipper in the wheelhouse.



FROM THE wheelhouse the captain can nally look down on the deck of a loaded ker. There is mutual interest in the ships from both decks.

FOR DI e cabina di e remolcador e captan por waak ariba dek di un tanquero cargá. Tin interes mutuo pa e barconan for di hombernan di ambos dek.



ANOTHER JOB accomplished, the tug returns to the launch dock and ties up. Soon, perhaps in a few minutes, another call will come, and they'll be off again.

UN OTRO TRABAO cumplí, e remolcador ta holbe pa launch dock y ta mara. Pronto, podiser den algun minuut, un otro yamada ta bini, y atrobe nan lo ta afor.

"De Zeven Provinciën" A Bishita Aruba

Bapor di Guerra Holandes A Bishita Isla Segundo Bes

Como 770 oficial y tripulantenan di Hr. Ms. De Zeven Provinciën a baha na terra mientras e bapor di guerra Holandes tabata den haaf di Oranjestad fin di siman pasá. E bapor di guerra grandi, largo -- den hopi vista, e orguyo di Marina Holandes -- a hancra na Oranjestad ariba su segunda bishita na Aruba. E ta ariba un viaje di entrenamen-

to y a sali for di aki Feb. 4 cu destino pa Venezuela.

"De Zeven Provinciën" a yega Feb. 2 y apenas su cabayanan a worde mará y ya e tripulacion tabata mezlá den un sucesion di actividadnan special. Den e programa di recreacion pa e marineronan tabatin un wegá di hockey entre equipo di e barco y un equipo consistiendo di mariniers stacioná na Aruba y civilnan cual e bishitantenan a gana

De Zeven Provinciën

(Continued from page 1)

referred to her as one of the most modern naval crafts afloat today.

She is 185.7 meters long, 17.25 meters wide and has an average draft of 6.4 meters. Her twin screws are able to propel her through the waters of the world at a maximum speed of 32 knots. Her firepower includes 6-inch guns and batteries of smaller surface and anti-aircraft guns. She is also completely equipped with the latest navigation and detection equipment.

Hr. Ms. de Zeven Provinciën is one of four cruisers in the Netherlands navy. She was built by the Rotterdam Drydock Co., Inc., and christened by Queen Juliana Aug. 22, 1950. Actually plans for her construction were laid before World War II. The Hitler-devised conflagration that engulfed Europe halted her construction. Construction was started again during Holland's post-war reconstruction. Following the years that were spent properly outfitting her, she came to Aruba in 1954 on her maiden voyage. This voyage also took in a trip to the United States where she was honored at the United States Naval Academy at Annapolis, Maryland.

The name of the ship is an extremely proud one in the lore of the Netherlands navy. This is the seventh craft to bear the name. The first was constructed in 1643 when the Netherlands navy was a power roaming the seven seas of the world. The name comes from the seven provinces that made up what then was the Netherlands, although in the 17th century the Netherlands was more oft-than-not referred to as the United Provinces.

The second ship to bear this proud name was the flagship of one of Holland's most famous admirals,

Barconan Bezig

(Continued on pagina 5)

Remoleadornan ta traha den haaf durante casi henter e tempo cu haaf t'ey. Un di e promernan tabata Delaplaine bieuw, un remoleador cu a bini aki for di Mexico y a keda na servicio te dos of tres anja pasá.

Drenta y saca bapor no ta tur loke nos remoleadornan ta haci pa nan pan. Cuatro of cinco vez pa anja por lo menos nan ta worde yamá pa recoge nabegantenan cu ta drief of piscadornan cu a bai mucho leuw. Na 1954 Captan Joe Fernando a tuma parti den salbamento di 16 homber for di ariba Rio Tinto cu tabata bai sink 25 milla dilanti Aruba ora el a hala e remoleador Colorado Point bastante cerca pa recoge e hombernan. Anja pasá Esso San Nicolas a bai te Islanan Monki, 50 milla leuw, pa yuda un otro bapor na peligro. Hopi vez bapornan ta hancra dilanti haaf y usa remoleadornan di Lago pa trece pieza abordo, of den hopi instante, tuma marineronan enfermo pa hiba hospital. De vez en cuando un remoleador mester hai Oranjestad pa yuda dreña un bapor di Grace Line, of pa asisti den bunkernento. Esaki ta involve touwmento di un barge cargá pa Oranjestad y mira pa e worde mará canto di e bapor cu mester tuma bunker. E viaje generalmen-

te ta tuma mas of menos un ora. Y den e dianan promer cu e Francesnan a cerrá nan famoso prison ariha Devil's Island dilanti Guyana Frances, tabata costumber di e remoleadornan recoge canoa cortá for di den tronconan di palo y otro sorto di vlot cu hende aden cu podiser a huy; ningun hende nunca tabata asina sin tactico pa puntra y eventualmente nan tabata hai atrobe cu nan boto drechá y yená eu euminda.

Tur e actividad aki ta tuma un multitud di competencia nautico, loke tur nuebe captan di remoleador tin plenamente. Captan Fernando ta esun eu mas hopi tempo, y e otro nan ta A. H. Scott, H. J. Turner, A. E. Fax, R. P. Jackson, W. R. Constable, J. Hill, J. A. Mitchell, y L. Wise. Tur tabata anterior captan den Lake Fleet.

Un ehemplo di nan competencia, pa cual cu razon nan ta orguyoso, ta e modo den cual nan a trata cu Al-Malik Saud Al-Awal ora el a dreña aki anja pasá. E dos remoleadornan grandi a trece'e aden y bolbe sake'e sin ayudo. Un trabao perfecto, manera un captan a bisa. Ora el a yega Rotterdam, tabatin mester di 13 remoleador pa haci e mes trabao. Hendenan di Lago sabi nan trabao.

seguridad pa traha, biba y bringa a worde trahá den e crucero ultra-moderno aki. Asina tanto cu hopi corant Frances y Ingles a yega di referi na dje como e bapor di guerra mas moderno eu ta nabega awentempo.

E ta 185.7 metro largo, 17.25 metro hancha y tin un callado promedio di 6.4 metro. Su schroef dobbel por mande'le cu un velocidad di 32 milla atravez di awanan di mundo. Su cayonnan ta di seis duim y menos y e tin artilleria contra aeroplano. Tambe e tin e ultimo equiponan di navegacion.

HMS "De Zeven Provinciën" ta un di cuatro crucero den marina Holandes. El a worde trahá door di Compania di Astilleria di Rotterdam y a worde bautiza pa Reina Juliana Aug. 22, 1950. En efecto, e planan pa su construccion tabata di promer cu Guerra Mundial II. E incendio causá door di Hitler cual a estalla den henter Europa a para su construccion. Construecion a sigui atrobe durante e anjanan di reconstruccion di Holanda. Despues di e anjanan eu a worde tumá pa equip'e lo propiamente, el a hini Aruba na 1954 ariba su promer viaje. E viaje aki tabata inclui tambe un viaje pa Estados Unidos unda e bapor a worde honrá na United States Naval Academy na Annapolis, Maryland.

Number di e bapor ta un extremamente yen di orguyo den historia marina Holandes. Esaki ta di siete bapor di guerra cu ta carga e nombre aki. E di promer a worde tra-

hà na 1743 tempo cu marina Holandes tabata un potencia ariba e siete lamarnan di mundo. E nombre ta origina for di e siete provincianan cu ta forma loke e tempo tabata Holanda, maske cu den siglo 17 Holanda tabata worde semper yamá Provincianan Unidos.

E segunda bapor cu a carga e nombre orguyoso aki tabata barco di un di e almirantenan mas famoso di Holanda, Michael Adrianzoon de Ruyter. Almirante De Ruyter tabata nabega hunto cu Almirante Maarten Tromp. (Number di tur dos e heroenan legendario aki hunto cu di Almirante Heemskerck ta number di e tres otro cruceronan di marina Holandes actualmente.)

Tanto Almirante De Ruyter y Almirante Tromp a bira potencionan naval durante e tres guerranan Holandes di 1652 pa 1764 entre Inglaterra y Provincianan Unidos tocante poderio ariba Noordzee, terrenan di pesca rond di Spitzbergen y e rutanan comercial di Oost y West India y Africa. Ta masha probable cu De Ruyter a nabega cu su "De Zeven Provinciën" den e awanan aki durante e segunda guerra di 1664-1667. E Inglesnan a captura New Amsterdam (New York) na 1664 y en retaliation Almirante De Ruyter tabata gna atakenan ariba posesionnan Ingles canto di costa Africano y den West India, specialmente Barbados.

Durante di tres Guerra Holandes (1672-1674) Almirante De Ruyter tabata nabega su "De Zeven Provinciën" bao Willem van Oranje.

Esso Shipping Orders Five New Tankers

The Esso Shipping Company, sea-going affiliate of the Standard Oil Co. (N.J.), has awarded a contract for the construction of five 46,000-ton tankers to the Newport News Shipbuilding & Drydock Company.

The ships, scheduled for delivery in 1960 and 1961, will be 750 feet long with a beam of 102 feet, and will have a speed of 16-1/2 knots. The total cost for the tankers, which will be used for coastal U.S. and nearby Caribbean trade (possibly Aruba), will be approximately \$70 million.

Ivan J. Gordijk

Ivan J. Gordijk, operator den Process Department, a muri na su cas na Pos Chiquito Feb. 3 merdia. Nativo di British Guiana, el tabatin mas di 13 anja di servicio cu compania. El a laga atras su esposa y un yiu muher.

Ivan J. Gordijk

Ivan J. Gordijk, operator in the Process Department, died at his home in Pos Chiquito at noon Feb. 3. A native of British Guiana, he had over 13 years of service with the company. He is survived by his wife and one daughter.

Schedule of Paydays 1957

LAGO OIL & TRANSPORT COMPANY, LTD.
ARUBA, NETHERLANDS ANTILLES

SEMI-MONTHLY PAYROLL				MONTHLY PAYROLL			
PERIOD	PAYDAY	PERIOD	PAYDAY	PERIOD	PAYDAY	PERIOD	PAYDAY
January	1 - 15 Wednesday	January	23	January	1 - 31 Saturday	February	9
	16 - 31 Friday	February	8				
February	1 - 15 Saturday	February	23	February	1 - 28 Saturday	March	9
	16 - 28 Friday	March	8				
March	1 - 15 Saturday	March	23	March	1 - 31 Tuesday	April	9
	16 - 31 Monday	April	8				
April	1 - 15 Thursday	April	25	April	1 - 30 Thursday	May	9
	16 - 30 Wednesday	May	8				
May	1 - 15 Thursday	May	23	May	1 - 31 Saturday	June	8
	16 - 31 Friday	June	7				
June	1 - 15 Monday	June	24	June	1 - 30 Tuesday	July	9
	16 - 30 Monday	July	8				
July	1 - 15 Tuesday	July	23	July	1 - 31 Friday	August	9
	16 - 31 Thursday	August	8				
August	1 - 15 Friday	August	23	August	1 - 31 Tuesday	September	10
	16 - 31 Monday	September	9				
September	1 - 15 Monday	September	23	September	1 - 30 Wednesday	October	9
	16 - 30 Tuesday	October	8				
October	1 - 15 Wednesday	October	23	October	1 - 31 Saturday	November	9
	16 - 31 Friday	November	8				
November	1 - 15 Saturday	November	23	November	1 - 30 Tuesday	December	10
	16 - 30 Monday	December	9				
December	1 - 15 Tuesday	December	24	December	1 - 31 Friday	January '58	10
	16 - 31 Thursday	January ('58)	9				

SEMI-MONTHLY PAYROLL

Gate No. 1 (Main Gate)

2.30 p.m. to 6.20 p.m. Weekday Paydays
11.30 a.m. to 6.20 p.m. Saturdays only
7.30 a.m. to 8.30 a.m. on day following payday
3.30 p.m. to 4.30 p.m. on day following payday when this day is a weekday
12.00 noon to 12.30 p.m. only when day following payday is a Saturday.

Gate No. 6 (Sea Grape Grove Gate)

2.30 p.m. to 6.20 p.m. Weekday Paydays
11.30 a.m. to 1.00 p.m. Saturdays only
Wages not collected at closing times at this Gate will be transferred to Gate No. 8 (Lago Heights Gate) and will be available there until regular closing hours at that Gate.

Gate No. 8 (Lago Heights Gate)

2.30 p.m. to 6.20 p.m. Weekday Paydays
11.30 a.m. to 6.20 p.m. Saturdays only

Gate No. 9 (Acid Plant Gate)

2.30 p.m. to 6.20 p.m. Weekdays Paydays
11.30 a.m. to 6.20 p.m. Saturdays only

Only For Those Employees Coming Off The 12 To 8 Shift And Employees T.I.Q. On Payday
8:00 A.M. to 8:30 A.M. on Semi-Monthly and Monthly Paydays at all Gates except Gate No. 6.

HOLIDAYS - 1957

January	1	New Year's Day	May	30	Ascension Day
April	19	Good Friday	June	10	Whitmonday
April	22	Easter Monday	December	15	Kingdom Day
April	30	Queen's Birthday	December	25	Christmas Day
			December	26	Boxing Day

Five Men Honored



SHAKING HANDS with Matio Koolman is A. B. Semerel who presented Mr. Koolman with a check representing a retirement gift from his fellow workers in Receiving & Shipping.

DUNANDO MAN na Matio Koolman ta A. B. Semerel kende a presenta Sr. Koolman un check representando un regalo di retiro di su companjeronan di trabao den Receiving & Shipping.



LEENDERT DRAGT receives gifts and a check from Louis Giel. Mr. Giel presented the gifts to the retiring Mr. Dragt on behalf of the machine craft employees.

LEENDERT DRAGT ta recibi regalo y un check for di Louis Giel. Sr. Giel a presenta e regalanan na nomber di empleadonan di Machinist na Sr. Dragt kende ta bai cu pension.



THE DRAMA Workshop came through in sparkling style with its latest production "Tender Trap" shown at the Lago High School Jan. 24 and 25. On stage are Rickie Fisher, Allan Sanford, Dr. John Stritch and Carol Porter.

DRAMA WORKSHOP a presenta den estilo brillante su ultimo produccion, e comedia "Tender Trap," na Lago High School Jan. 24 y 25. Ariba ensenario ta Rickie Fisher, Allan Sanford, Dr. John Stritch y Carol Porter.



COMMANDER OF Hr. Ms. De Zeven Provincien is Captain A. N. Baron de Vas van Steenwijk, a veteran of many years at sea with the Netherlands navy. Also on board the famous Dutch cruiser was Commodore L. Bronwer, squadron commander. The man-of-war arrived in Oranjestad Harbor Feb. 2 and left Feb. 4.

COMANDANTE di Hr. Ms. De Zeven Provincien ta Kapitein ter Zee A. N. Baron de Vas van Steenwijk, un veterano di hopi anja ariba lamar en e Armada Neerlandes. Tambe na bordo di e kruiser famoso Holandes tabata Luitenant Je Klasse L. Brouwer, comandante di un escuadra. E bapor di guerra a yega na Haaf di Oranjestad Feb. 2 y sali Feb. 4.

NEWS AND VIEWS

5 Homber Honrá



ANOTHER LAGO employee to receive a retirement gift was Mathias Angela of the paint craft. J. Freundel made the presentation of a rest of silver and a check from all of Mr. Angela's associates.

UN OTRO empleado di Lago cu a recibi un regalo di despedida tabata Mathias Angela di Paint Craft. J. Freundel a haci e presentacion di e set di plata y un check for di tur companjeronan di Sr. Angela.



FELLOW EMPLOYEES gather around J. Henriquez to join in the presentation of a check to him by B. J. Bruever. The check was made possible by contributions of pipe craft associates of Mr. Henriquez.

COMPANJERONAN di trabao ta reuni rond di J. Henriquez pa observa e presentacion di un check na dje door di B. J. Bruever. E check tabata posible door di contribucionnan di companjeronan di Sr. Henriquez.



FORMER LAGO employee Kenrick Kahn (second from left), now attending Lycoming College at Williamsport, Pennsylvania, was recently elected president of the college's International Relations Club. He stands with presidents of other school organizations. A philosophy major, he is also vice-president of the Student Government Association and the John Wesley Club.

EX-EMPLEADO di Lago, Kenrick Kahn, (di dos di robes), avor na Lycoming College na Williamsport, Pennsylvania, a worde eligi recientemente como presidente di International Relations Club di e colegio. El ta munstrá aki hunto cu presidentenan di otro organizacionnan di e school. El ta un estudiante di filosofia den su ultimo anja, y el ta tambe vice-presidente di Student Government Association y John

A Long Road, But Battlewagon's Flag Flies over Legion Post

It's a long and devious road that leads from the highest point of the battleship U.S.S. New Jersey to the flagpole of the American Legion Aruba post, and it's one not likely to be traveled more than once. Yet the trip has been made.

J. A. Jones, who left Aruba last December as a member of the Badger Construction Company, came into possession of the American flag that flew from that mighty warship, and because of its great uniqueness, regarded it as a treasure. During his stay here he became ill, and it was the American Legion and its members who came to his aid with companionship and friendship.

When it came time to depart, Mr. Jones, as a gesture of appreciation, gave the flag to the post and attached two conditions: first that it fly for the first time on Christmas Day, and second, that he receive a picture of it. Both conditions have been met.

Now enters Corporal J. R. Yard of the Lago Police Department.

Corporal Yard is one of the men who daily raise and lower the American flag at the Legion home, and as a former member of the British Army, takes a professional pride in his part of the job. At sunset, when the flag comes down, he whistles "Retreat," American equivalent of the British "The Last Post." But before lowering it, Corporal Yard make sure that anyone who might be in the post home comes to attention for the ceremony.

The Legion won't fly the Jones-New Jersey flag save on special occasions: Christmas, Fourth of July and similar occasions, first to save wear and tear on the flag and preserve it as long as possible, and second to save wear and tear on the pole, since the flag is almost too big for the pole.

Veteran Employees End Lago Service

Five veteran employees have left or are about to leave the service of the company.

Walter N. Richardson will retire March 1 as machinist A in the machinist craft. He joined Lago in February, 1928 as laborer and rose through the ranks as helper and tradesman before becoming a machinist in 1936. He is a native of Augulla, but will remain in Aruba after retirement.

Retiring after nearly 24 years of service, Eusebio Hernandez, pipefitter helper A, served as laborer, helper and pipefitter helper. He is an Aruban and does not intend to leave the island.

Also leaving Lago are Jan S.



A. Aloï E. Hernandez

Eman, process helper B, Process-C & LE, Albert J. Tjje Aloï, pumper, Process-LOF, and J. V. Moure, painter C, Mechanical.

Mr. Eman has just over 22 years of service, having started work in January, 1935 as operator third class. He is now process helper "B". Entering service in December, 1939, Mr. Tjje Aloï served successively as laborer, process helper and controlman in Acid & Edeleann before moving up to pumper in LOF in February, 1951.

In just over 15 years of service Mr. Moure had no deductible absences. He worked in the Mechanical Department's yard, pipe craft, dry dock and paint craft.

Bandera Famosó Bula na Legion

Ta un camina largo y cu hopi vuelta for di e punto mas halto ariba e bapor di guerra U.S.S. New Jersey pa punto di e palo di bandera di American Legion Aruba Post, y ta un camina cu lo no worde haci mas cu un vez.

J. A. Jones, kende a laga Aruba December anja pasá como un miembro di Badger Construction Company, a obtene e bandera Americano cu tabata bula for di e poderoso bapor di guerra aki, y pa motibo di su caracter unico, e ta worde considerá como un tesoro. Durante su permanencia aki el a bira malo, y tabata American Legion y su miembronan cu a acudi na dje cu amistad y carinjo.

Ora a yega tempo pa bai, Sr. Jones, como un gesto di aprecio, a duna e bandera na e Legion y a pone dos condicion: di promer pa e bula di promer vez ariba dia di Pascu, y segunda, cu el lo recibí un portret di dje. Tur dos condicion a worde cumpli.

Awor ta drenta Corporal J. R. Yard di Lago Police Department. Corporal Yard ta un di e hombernan cu tur dia ta hiza e bandera Americano na Legion Home, y como un anterior miembro di Ehercito Britanico, ta tuma un orguyo profesional den e parti aki di su trabao. Cu drentada di solo, ora e bandera ta baha, el ta fluit "Retreat," e equivalente Americano di "The Last Post" Britanico. Pero promer cu el baha'le, Corporal Yard ta ser segur cu cada hende cu ta den e edificio salí y duna atencion.

American Legion no ta hiza e bandera di Jones-New Jersey sino na ocasionnan special: Pascu, 4 di Juli y ocasionnan similar, di promer pa seapa gasta di e bandera y preserve'le mas largo posible, y di dos, pa seapa e palo di bandera pasobra e pasobra e bandera ta casi mucho grandi pa e palo.

NEW ARRIVALS

January 14
HUGHES, Max me A. A. - Mech. Pipe: A daughter, Lucienne Carmene
MATHILDA, Gregorio J. - Medical: A son, Felix Robertico

January 15
KUSMUS, Amado E. Col. Serv.: A son, Jeffrey Federico
DE CUBA, Antonio M. - Mech. Welding: A daughter

January 17
WERNET, Francisco - Rec. & Ship.: A daughter, Maria Antonia

January 18
CLARKE, Alfred - Lago Police: A daughter, Diana Theolora
ROCK, Jeronimo F. - Mech. Pipe: A son, Orlando Roy
FLEMING, Louis A. - Mech. Garage: A son, Stanley Leonard

January 19
ROULMAN, Johannes - Col. Serv.: A son, Willem Albert

January 20
AREND, Jose L. - Mech. Pipe: A daughter, Anna Christina
BISLIP, Carlos B. - TSD: A daughter, Patricia Marie
GERMAN, Pedro J. - Cracking: A daughter, Lulwina Lupita

January 21
RASMIN, Gregorio - LOF: A daughter, Susana Susan
CHRISTIAANS, Marcelino - Machinist: A son

January 22
CROES, Francisco - Mech. Machinist: A son, Edwin Arsenio
DINZEY, Charles E. - LOF: A daughter, Jelma Francisca
HABURO, Venancio - Cracking: A son, Cornelius Rainier

January 23
MATHESON, Leonard - Rec. & Ship.: A son, Donald Samuel

January 24
HAVER, Ladislao - LOF: A son, Humphrey Ladislao
GOMES, Fidelio - Mech. Pipe: A son, Victor Jabez Timotheo
KELLY, Jan, L. - Rec. & Ship.: A son, Marcelino Timotheo

January 26
VOEVELS, Hubert E. - Marine: A son, Ronald Reuben

January 27
TONG, Kelvin J. - Accounting: A daughter, Myrna Lou
BOYE, Henrique D. P. - Lago Commissary: A daughter, Norma Magaly
TROMP, Juan - Mech. Paint: A daughter, Gressa Maria
THIEL, Eguito - Rec. & Ship.: A daughter, Angela
TROMP, Anselmo - Mech. Garage & Transp.: A son, Juan Francisco

January 28
CALNAN, Edward L. - TSD Process: A son, Edward Michael
HENGREVELD, Herbert J. - Mech. Storehouse: A daughter, Swinda Veronica

January 29
WEBERMAN, Matheo - LOF: A daughter, PEINBERS-FOLMER Dr. A. N. J. - Medical: A son, Pieter
MADURO, Camilio J. - Executive: A daughter
LEON, Gilberto - Mason & Insul.: A daughter, Freda Martina



WITH RAIN sweeping over them Austrian and Aruban footballers get into some violent action in their recent game in Wilhelmina Stadium. The touring Austrians won 4-3.

CU AWA YOBIBENDO e futbolislanan Austriaco y Arubano ta drenta accion violento den nan reciente wega den Wilhelmina Stadium. E Austriaconan a gana 4-3.

Crack Austrian Potente Equipo Footballers Austriaco A Edge Aruba Vence Aruba

The "Rapid" Football club of Austria, winners of the Middle Europe Championship three years in a row, met a picked team of Aruba All-Stars Jan. 25 and barely squeaked by, 4-3.

The Rapid, currently on an extensive tour, have been Austrian champions no less than 20 times in its 58 years of history. Eight of the ten men on the traveling squad have played on the national Austrian team. One of them, Alfred Korner, played on the team 43 times.

Played in a persistent drizzle in Wilhelmina Stadium, the game was a hard-played contest. Aruba started the scoring in a hur when J. Jansen scored with only 20 seconds gone. The lead held up for 10 minutes when Alfred Korner tallied for the visitors. A few minutes later Mosaroch got the first of his two goals and sent Austria into the lead they never gave up.

Robert Dienst made it 3-1 Austria before Aruba's C. Helder scored just before the first half ended.

In the second half, Austria's Golobic kicked one into his own goal, scoring for Aruba. Mosaroch finished off the scoring late in the game.

The Rapid split 2-0 decision in two games with the Curacao all stars.

Hizadornan di Peso ta Triumfa Na Colombia

Tres promer premio y di dos segunda premio hunto cu un total di 3335 liber a duna hizadornan di peso di Aruba un victoria dei competicion reciente cu liga Atlantico na Colombia. Varios di e hizadornan Colombiano a eaba di yega for di Olypiada na Melbourne.

Den clase di peso completo, E. Vorst a sali na promer lugar cu 760 liber. M. Livingston a gana medio completo sin competicion cu 470, y J. Pemberton a gana promer den competicion semi-pesado cu 775.

Segunda puestonan a worde ganá pa Aruba door di B. Inesias den clase mediano cu un total di 655 liber, y den clase semi-pesado door di E. Tross, kende tabatin un total di 675 liber.

Colombia a gana e mes cantidad di evento, pero a perde contra e atletanan di Aruba ariba base di peso total hisá, 3335 pa 3080. J. Pemberton a worde aplandi como e entrada sob-resaliente den e competicion pa motibo cu el a iguala e record nacional Colombiano cu 775 liber den clase semi-pesado.

E equipo di futbol "Rapid" di Austria, ganadornan di e campeonato Centro-Europeano tres anja seguida, a encontra un equipo selectá di estrellas di Aruba Jan. 25 y por pogo a saca un victoria, 4-3.

Rapid, actualmente ariba un gira grandi, tabata campeón di Austria no menos cu 20 vez den su 58 anja di historia. Ocho di e diez hombernan cu ta viaja a hunga den e onena nacional Austriaco. Un di nan, Alfred Korner, a hunga 43 vez den e equipo nacional.

E wega cu a tuma lugar den un caida constante di awa den Wilhelmina Stadium, tabata uno pretá. Aruba a cuminsa score tempran ora J. Jansen a pasa di promer cu solamente 20 seconde di wega. E delantero a worde manteni pa 10 minutos te ora Alfred Korner a score pa e bishitantenan. Algun momento despues Mosaroch a haya e promer di su dos goalnan y a pone Austria den delantero, cual nan no a perde mas.

Robert Dienst a haci e score 3-1 na favor di Austria, promer cu C. Helder di Aruba a anota promer cu e periodo di sosiego.

Den segunda mitar, e Austriaco Golobic a manda un den su mes goal, y a anota pa Aruba. Mosaroch a haci e anotacion 4-3 casi na fin di wega.

Den su weganan cu Curacao Rapid a gana un wega y perde un; tur dos cu anotacion di 2-0.

Aruba Weightlifters Win In Colombia

Three first place and two seconds along with a total lift of 3335 pounds gave Aruba weightlifters a victory in recent competition with the Atlantico League in Colombia. Several of the Colombian lifters had just returned from the Melbourne Olympic.

In the heavyweight class, E. Vorst took first with 760 pounds. M. Livingston won the medium heavy without competition with 470, and J. Pemberton won first in the light-heavy competition with 775.

Second places were won for Aruba by B. Inesias in the middle weights with a 655 pound total, and in the lightweight class by E. Tross, totalled 675 pounds.

Colombia won the same number of events, but lost to the Aruba athletes on the basis of total weight lifted, 3335 to 3080.

J. Pemberton was hailed as the outstanding entry in the match by equalling the Colombian National record with 775 pounds in the light-heavy class.



FLASHING COLOR in the late afternoon sun the American flag at the American Legion post is hauled down by Corporal J. R. Yard of the Lago Police. Corporal Yard, a former British soldier, makes the daily occasion a ceremonial one by whistling the traditional "Retreat." The flag shown here formerly flew over the USS New Jersey, and flies at the post home only on special occasions.

CU SI' COLORNAN brillante den e solo drentando di atardi e bandera Americano na American Legion ta worde bahá door di Corporal J. R. Yard di Lago Police, Corporal Yard, un anterior soldá Britanico, ta haci e ocasion diario un ceremonia door di fluit e tradicional "Retreat." E bandera munstrá aki anteriormente tabata bula ariba USS New Jersey, y ta bula na American Legion solamente na ocasionnan special.